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Wines bottled by ourselves are selected by experts from the finest vintages, and are of unsurpassed quality. Having been established in Hongkong SIXTY YEARS, our knowledge of local conditions has enabled us to maintain and improve the prime quality of the Wine.

In addition however to Wines of our own bottling, we have recently imported large stocks of

PORT & SHERRY

from the famous house of
GEO. G. SANDEMAN, SONS & CO.,
 OF LONDON, OPORTO & XERES,
 the name of which firm is the
HALL-MARK AND GUARANTEE OF EXCELLENCE.
 Sample bottles may be obtained.

A. S. WATSON & CO.
 LIMITED,
 HONGKONG DISPENSARY.

BIRTH.
 At 35, North Soochow Road, Shanghai, on the 22nd October, 1900, the wife of the Reverend Eward Thompson (of C.M.S., Tai Chow), of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 29th, 1900

It is an old tradition of the legal profession, that, having a hopelessly bad case to defend, an advocate's only recourse is to abuse the prosecutor's attorney. The practice is very well understood and acted on by those of the home papers who take their inspiration from the headquarters of the Inspectorate General in London. Whenever, then, the Court at Peking has been detected in some particularly unscrupulous political act, or has contravened in some particularly barefaced manner its engagements with the British Empire, the Legation and the Inspectorate General put their heads together, and the result is a series of leading articles accusing the English Press in China. It is a matter of perfect indifference whether the charges are true or false; few people in England make a point of reading the Chinese papers at first hand, but partially look to the home Press to give them a collation of their opinions. They come from the end of Cable-land; and the news they contain is mostly reflected from Europe, and has, of course, appeared in detail weeks before. But, if, from the necessities of the case, the China Press be from five to six weeks behind in its comments when touching on European politics, it has means of independent information on Chinese topics which reverse the position as far as these are concerned. It is in touch not only with the growing population of the open ports, but has correspondents all through the Empire. It has access to the native papers from day to day, and has the means of obtaining directly the opinions of the Chinese amongst whom it is published. It has thus far better means of feeling the pulse of native opinion than the official surrounded by coils of red-tape, and, as the event has shown, was able to give notice far in advance of the coming troubles. No one in China, we know, has better means

of arriving at a knowledge of current events than the office of the Inspectorate General of Customs. The Inspector General is in daily communication with the highest of the governing Boards in the Capital, and in each open port, now some thirty in number and situated in practically every province of the Empire, he has his Commissioner, whose official rank is duly recognised, and who is also in daily communication with the highest Government officials of the locality. If, then, anywhere information in advance of the recent troubles, which have completely altered the aspect of affairs in China, were to be gained, it would have been from these officials of the Customs Department, whose special business it is to be informed on all subjects that concern the administration. Not one warning of coming events arrived at the ears of anyone belonging to this huge intelligence department, and its chief, Sir ROBERT HART himself, was kept in blissful ignorance of a movement foreseen and commented on by the China Press months in advance. As a fact, Sir ROBERT HART, who, we are gravely informed by these "smeers" at the foreign Press in China, is our highest living authority on things Chinese, knew absolutely nothing of the position, and gave the strongest proof of this by being taken as much by surprise in Peking as the ministers themselves, on that eventful morning when the entire foreign community found itself caught in what was intended as a death-trap. It therefore ill becomes the organs of these much-confiding departments to throw unworthy reflections at the China Press, to which, we may add, the English speaking public is indebted for every item of intelligence concerning the progress of events in the Far East; and which, in addition, better informed than the intelligence departments of the various Governments concerned, gave timely warnings of what was in the air long in advance of actual danger. We do not desire to throw discredit on Sir ROBERT HART or his Service; it was doubtless part of the plot that they were to be lulled into unconsciousness, and we are quite prepared to testify to the effectiveness of the soporifics administered. There is generally a weak point in the most carefully laid plot, and in this instance the point forgotten was the foreign Press. Legations and services, including the Foreign Customs itself, were sent to sleep; but the Press was forgotten, and the Press saved the situation. It might have been otherwise, but so it was, and we may fairly claim the right of being heard. Had the China Press at any time gone into hysterics, or crossed the limits that separate wisdom from insanity, its advice might have been set aside as valueless. Even in this respect it can fairly challenge comparison with its would-be judges. In matters of fact it was scrupulous to an extreme; and it is worthy of remark that the lying telegrams which were credulously published by the newspapers of England and America found no acceptance from the better part of the foreign Press in China, which preferred waiting for evidence of their truth to accepting what it judged, and as it turned out correctly, were lying tales deliberately invented to complicate a situation at the time sufficiently grave.

We have been led to make these remarks, not from any desire to exalt our own virtues or boast of our own amazing perspicacity, but that certain of the more fashionable papers have recently been making an attempt to decry the Press of China, by attributing to it a policy, and accusing it of designs which it has assiduously set its face against. It has been accused of preaching a policy of revenge, and of seeking to bring about war. It has been exaggerating the differences between the Powers with the deliberate intention of increasing the political strain in Europe; and in China has been urging the most extreme and senseless movements. Were we disposed to take up the policy of our accusers, we could answer to all these with a *tu quoque*, for these things are not the suggestions of the China Press, but have one and all come to us from our half-informed contemporaries at home. We would, however, prefer pointing out what really the Press of China, for it is, we may say, unanimous on the subject, has put forward as the only policy worthy of ourselves, or likely to have lasting effects.

We have deprecated as far as possible war with China; and have seen in the massacre of the foreigners only the natural result of our own weak acceptance of the party of disorder, when two years ago we had it in our power, by refusing to countenance, to prevent the movement spreading through the provinces. We have held that finding the provinces were desirous of preserving their Empire intact, we should have given them material help, and guaranteed the personal safety of those well disposed viceroys, whose destruction is one of the professed aims of the insurgent party. We have held that with possession of the Yangtze river we were committing an act of folly in permitting money, men and arms to be sent across it under the bows of our war vessels, to promote the cause of disorder in the North. We have shown the

absurdity of the proposed movements of the ridiculously named "allied forces" after the capture of Peking. More, we have indicated that our present course, by alienating every interest in turn, is in a fair way to bring on that very war which we profess to deprecate, and we have urged the despatch to China of the ablest administrator to be found.

All these things, in season and out of season, the China Press, with an unanimity that does it credit, has urged, but urged in vain, on a Government which bases its policy in China on the interested counsels of men like CHICHEN LO FENGLOU and Sir HALLIDAY MACALISTEY. This is the crime we have committed, and it is but natural that that section of the home Press which finds its inspiration in the like purities should be found to misrepresent the statements and advice of its contemporaries on the spot.

The French Mail of the 24th September was delivered in London on the 26th inst.

One fresh plague case and one death, were reported during the 24 hours ending at 2 p.m. on Saturday.

On Saturday it was reported to the police that a sampan girl fell from the bow of a boat into the harbour and was drowned.

An Association football match will be played this afternoon at 4.30 between sides captained by Messrs. Lowe and Looker. The former's team will play in white, the latter's in colours.

The *Hatching*, which arrived on Saturday from coast ports, reported H.M.S.B. *Isis* and *Lizard* at Amoy on the 25th inst., the German *Bismarck* and Dutch *Holland* at Swatow on the 26th.

A correspondent writes:—"Yesterday (Sunday) a party of three shot 12 woodcock, which is believed to be the biggest bag of 'cock' shot in one day in the south of China. They may be seen at Messrs. Schmidt & Co's. store up to 12 noon to-day (Monday)."

Some months ago a coolie named Lan Fin was arrested for stealing £30 worth of wire. He was admitted out on bail, but neglected to respond when his name was called. Having been re-arrested by Inspector Cuthbert, he was on Saturday committed to the sessions.

Taotai Lew, First Secretary of the Chinese Legation in London, left England on the 28th ult. for China. He is accompanied by Mr. Ling, also of the secretarial staff of the Legation. Both have booked passages to Hongkong. They are merely leaving London for a holiday, not on any mysterious mission connected with the Chinese crisis.

Shortly after six o'clock on Saturday evening, while the ferry launch *Guiding Star* was crossing from Kowloon, and when about half-way over, a Chinese passenger fell or jumped overboard, and was drowned. The launch was stopped and an effort made to save the man, but in the gathering darkness it was rendered fruitless. A sampan was passing at the time, the occupants of which made no effort to effect a rescue. The case is supposed to be one of suicide.

As soon as the understanding between Germany and Great Britain with regard to China became known in Shanghai, the "Deutsche Vereinigung," or German Association of China, sent the following despatch to the Chancellor of the German Empire:—

Shanghai, 21st October, 1900.
 Reichskanzler Count Bulow.
 Germany's agreement with Great Britain has given the greatest satisfaction to German merchants. "Deutsche Vereinigung."

There left Shanghai on the 22nd inst. by the *Sachsen* for Japan, en route for England on leave, Mr. Wade Gardiner, who has been for some years manager of the Hongkong and Shanghai Banking Corporation's Shanghai office. "Some of us," says the *N. C. Daily News*, commenting on his departure, "have known Mr. Gardiner since he joined the Bank as a youngster; all of us know and have thoroughly appreciated his abilities as a banker, his unflinching courtesy, and his fine personal qualities, and we all wish him and Mrs. Gardiner and their children a very pleasant trip home, and a return in due time to Shanghai, where we are glad to see Mr. Bevis installed again meantime in the managerial chair."

The *Foehoon Daily Echo* reports the two following sporting items:—A cricket match on Thursday, 18th inst., *Tai-pans v. Juniors*, in which some of the officers and men of H.M.S. *Lizard* took part, attracted a large number of spectators. There was some very pretty play on both sides and the match ended with practically equal total scores. The light still serving at the end of the match, a game of hockey was played which was enjoyed as much by the lookers-on as by the players. "Nemo" writes to us, "Can you inform me why there is nobody down on the race-course on these splendid mornings, why the stand is deserted, why there is no coffee as usual when the training begins in October?" He goes on to say that he only sees Mr. Min, Mr. Dorset, Mr. Ramsay and Mr. Oswald training old ponies and, and wants to know "when the griffin are expected?" "Nemo" will be sorry to learn, as will everyone else who is not already acquainted with the fact, that the Stewards of the Fokien Race Club do not see their way to arrange for a Winter Meeting this year on account of the scarcity of ponies. The sportsmen seen riding early on the course were merely taking their morning constitutional.

Owing to the recent floods in Calcutta the daily mortality has more than doubled itself the past month.

The Bank-Chinese Bank is about to open its branches at Telukhar, Nagata, and Kikita, as well as at Charin.

The Proclamation of the 11th June against Tainan, Formosa, as an infected port is revoked by command of H.E. the Governor, published in the *Gazette*.

Amongst the members who retired from Parliament at the General Election was Sir Thomas Sutherland, K.C.M.G., Chairman of the P. and O. Company.

The German transport *Crefeld* and *Yaldia* landed at Shanghai on Monday last 1,700 troops, who replace the two companies previously garrisoned, which were embarked for Taku.

The following promotion is notified by the Admiralty:—Commander Robert H. J. Stewart to be Captain in Her Majesty's Fleet, with seniority of Sept. 6, 1900. Specially promoted for service in connection with the capture of the Taku Forts.

The Post Office at Singapore, which is as imposing as the one in Hongkong is the reverse, is to be enlarged. The Council has passed a vote of \$28,500 for this purpose. They do things differently in the southern colony from what they do here.

The Government of India has under consideration the petition of Mr. Harrison, the head jailer of Rangoon, who, it will be remembered, was tried in Burma on a charge of forgery and honourably acquitted, pleading for a re-instatement of his position from which he was suspended in March last.

Owing to the certainty felt that sickness was certain to follow the late heavy floods in Calcutta, quinine manufactured at the Ceylon Government plantations is now kept for sale at all the town postal sub-offices and through the postmen. The quinine is in small five-grain packets bearing the Government stamp.

In reply to a question asked in the Dutch Parliament as to what steps the Government had taken for the protection of the interests of Dutch subjects in China, M. de Bosfort, Minister for Foreign Affairs, replied that the Commander of the Dutch Squadron had been instructed not to take any part in the military operations, except for the protection of Dutch subjects.

The chief engineer of the Manchurian Railway, M. Jugovich, reports that he will finish the line from Chita to Charin this winter, going through Onon, Khailar, and Taitshar. The part of the line from Charin to Port Arthur will be ready in the course of the autumn. The work will be under the direction of Colonel Kreller, who repaired the railway from Peking to Tientsin.

The *Matin* (Paris) says:—The annexation of Manchuria will necessarily occasion an exchange of explanations. At present nothing definite has been done. Everything is subordinate to the intervention treaty. If, moreover, an understanding should be impossible, France has in her hand the portion which has been assigned to her, but she prefers, with all the Powers, to adhere to the principle of the territorial integrity of China.

A Russian paper announces that the Russian Government has decided to establish telegraphic communication between Omsk, the chief town in the Western Siberian province of Akkolinsk and Vyrnyi, the chief town of the province of Semiretschinsk in Asiatic Russia. From Vyrnyi the telegraph is to be laid with all speed as far as Tashkent, the capital of Russian Turkestan, and thence to the Chinese frontier, which is distant nearly 300 miles in almost a due easterly direction. The Imperial authorities make no secret of the fact that the projected telegraph is to be devoted entirely to military purposes.

The Times records that the P. and O. steamship *India*, which arrived at Plymouth on the 22nd inst., brought 44 naval and military invalids from China. The worst cases on board were those of A. Bevis, A.B. of the *Centurion*, who has lost his sight through a bullet wound in the right cheek, and Sergeant H. C. Miller, R.M.A., who was shot through both hips. The 22 men who landed could walk, and they were soon disembarked, together with their baggage. Many of the cases were of men who were invalided from entire fever contracted during their stay at the front. Most of the invalids were with Admiral Seymour's column, and, although they are fast recovering health, many of them bear unmistakable signs of their severe experiences.

At the last meeting of the Colombo Municipal Council held on the 12th inst., Mr. H. White, the Acting Mayor and Chairman, said that the Municipal affairs of Colombo, which contained about 130,000 people, and a revenue of nearly a million rupees, were not properly managed. The Standing Committee settled matters which should be transacted by the Council, and framed rules and regulations which they had no power to do; the Municipal Ordinances were defective; the Council had no control over building works; scientific subjects were dealt with by men who were not experts; they had tramways and electric lighting but no proper staff, their electric adviser being a mechanic and entirely incompetent. He therefore asked the Council to pass his resolution that "a public Commission be appointed to inquire into these important matters." A long discussion ensued in the resolution being put to the meeting and lost by a single vote. The Mayor said he should ask the Government to relieve him of his appointment.

It is announced that Prince Henry of Prussia has been appointed to the chief command of the first German Squadron, in succession to Vice-Admiral Hoffman.

H.M. battleship *Glory*, having completed her gun and torpedo trials, returned on the 26th ult. to Portsmouth, where she is to be brought forward for commissioning.

A meeting has been held in Malacca for the formation of a branch of the Straits Chinese British Association there. The number of members has already reached 200.

Lieut. Col. Batten, a well-known Indian military athlete, died on the 8th inst. from accidental poisoning occasioned by cumulative effect of strychnine taken as a hypnotic during illness.

The Secretary of State for India has granted Mr. Belchambers, the late Registrar of the Calcutta High Court, Original Side, a special pension of Rs. 1,000 a year, in addition to the ordinary good service pension he was entitled to by his long service and meritorious work.

The steamer *Nagadan*, bought by the Russian Government from the China Eastern Railway Company, arrived at Colombo on the 13th inst. from Europe on her way to Port Arthur, and called the same evening for her destination. The *Nagadan* is especially constructed for troop-carrying service.

The *Stam Observer* says:—An innovation as regards steamers taking away a large number of Chinese deck-passengers has been made. In future every vessel carrying Chinese passengers to China is to have a guard of six Sikh policemen on board, to preserve order whilst they are embarking.

Sergeant Burton, R. G. A., late drill-instructor to the C. A. V. at Colombo, was a passenger by a.s. *Coromandel*. He comes to Hongkong to take up the position of Sergeant-Major in the R. G. A. here. He was presented with a handsome gold watch as a souvenir by Nos. 1 and 2 section of the C. V. A. before he left Colombo.

A leading member of the Parsee community, and well-known in commercial circles in the East, has passed away in the person of Mr. Nowrooji Burjorji. A few days ago the deceased gentleman while driving round the Rangoon Lakes was thrown from his trap, and notwithstanding that all available medical skill was procured for him, he died from his injuries not long afterwards.

A Simla despatch, dated the 15th inst., states that the Viceroy of India has received a telegram from Lord Roberts, Commander of Lumsden's Horse, asking His Excellency to secure, if possible, that the places in India of members of that corps be kept open for them, little while longer. Lord Roberts added that he trusted the war was nearly over, and it was essential that all should hold on till the end.

The *Pioneer* hears from Simla that the death of the late Sir Obedullah Khan, K.C.I.E., C.S.I., uncle and Minister of the State of the Nawab, whose affairs he has directed for many years. He was in many ways a character of note. A man of a fine presence, of liberal ideas, who was in sympathy with progress and advancement of every description, he did much for the State and was in turn affectionately regarded by the people.

A Laffan New York telegram states that the United States submarine *U.S. Holland* was recently tried at the manoeuvres at Newport. She ran for miles out to sea with her conning tower almost submerged and approached the *Keokuk* within hailing distance. After discharging a dummy torpedo the *Holland* went in search of the other warships but was unable to find them owing to their not using their search lights as instructed. Had they done so, she might have been able to demolish the entire fleet.

The *Pioneer* hears from Simla that the last meeting of the Viceroy's Executive Council was a prolonged one. It is understood that questions connected with military expenditure were under consideration. It is quite plain that if the armaments of India are to be put in line with modern requirements a considerable initial expenditure is absolutely necessary, states the *Allahabad paper*. There will be a great set-off this year owing to the savings due to the absence of British troops on the Indian establishment in South Africa and 20,000 native troops in China.

A body with the formidable title of the Laundry Associations of the United Kingdom, says the *L. & C. Express*, has formally put on record its protest against the introduction into London of the Chinese washermen. The delegates of the associations have met in solemn convocation and passed the following resolutions:—"That this meeting of the delegates of the Laundry Associations of the United Kingdom condemns the introduction of Chinese laundry labour into this country as being opposed to the health and morals of the community and injurious alike to capital and labour."

The Director of the Department of Land Records and Agriculture, Bengal, in his preliminary forecast of the winter rice crop for this year, states that the outturn will amount to 87 per cent of a normal crop, as compared with 80 per cent, as finally estimated last year. While the recent heavy rains have been beneficial to this crop in most parts of the Province, the record fall in the Burdwan and Parganah divisions, with no doubt, cause partial damage to the aman paddy there. "The weather in the month of August was distinctly unseasonable," states the Director, "and I do not feel justified in raising this estimate beyond 88 per cent, although I am aware that the general tendency of the returns is towards an underestimate. An estimate of 88 per cent corresponds to what was formerly known as a fourteen-anna crop."

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 28th October, 8.50 p.m.

REPORTED SUICIDE OF YU HSIEN

—IS THIS A CHINESE TRICK?

It is reported that Yu Hsien has committed suicide to escape beheading. Probably both Kang-yi and Yu Hsien are only officially "dead," the object being to persuade the Allies to forego demanding that they shall be beheaded.

ANOTHER PROBABLE "SUICIDE"

If this ruse is successful, probably Prince Tuan's suicide will shortly be reported.

EMPRESS DOWAGER'S DESIGNS ON THE YANGTZE AND SOUTH CHINA.

The Empress Dowager has sent Yu Chi-yuan to collect all possible monies from the Yangtze and Southern provincial treasuries and to organise a patriotic militia in the Yangtze Valley on the Boxer model.

THE WAR IN SOUTH AFRICA.

LONDON, 26th October, 9.15 p.m.

A REVERSE AT JACOBSDAAL—CONFLICTING REPORTS.

The Boers surrounded the Capetown Highlanders at Jacobsdaal, and the latter lost 14 killed and 26 wounded. One report states that the town itself was captured by the Boers, while other reports say that the enemy was repulsed.

LONDON, 27th October, 11.5 p.m.

MORE SEVERE FIGHTING.

Lord Roberts reports more severe fighting by General Barton, Lord Methuen, and General Douglas.

HEAVY LOSS IN AN AMBUSH.

Fifty cavalry were ambushed by the Boers near Philippolis. Seven of them escaped, the rest were captured.

FORMAL ANNEXATION OF THE TRANSVAAL.

There was an imposing ceremony on the 25th instant at Pretoria, on the occasion of proclaiming the annexation of the Transvaal to Great Britain.

GENERAL NEWS.

LONDON, 26th October, 9.15 p.m.

THE KAISER ON VON MOLTKE.

In a speech on the occasion of the Centenary of Count von Moltke's birth the Kaiser said that von Moltke was unequalled alike as a commander on the battlefield and as a teacher and organiser in times of peace.

LONDON, 27th October, 11.5 p.m.

SIPIDO ARRESTED IN PARIS.

Sipido, the would-be assassin of the Prince of Wales, has been arrested in Paris.

REUTER'S SERVICE.

LONDON, 28th October.

SOUTH AFRICA.
 The town of Philippolis, which has been in possession of the Boers for several days, was relieved yesterday by a column which ejected the enemy with heavy loss. General French is marching from Bethel to Heidelberg and has had some daily fighting.

GREAT BRITAIN AND GERMANY.
 The Emperor William, speaking at Barman, said that Germany's Agreement with the most powerful Teutonic state, outside Germany, in the world, was the guarantee for common efforts in the open markets of the world and in friendly rivalry without animosity.

OBITUARY.
 The death of Mr. Sims Reeves is announced. [The celebrated tenor on the 21st inst. reached his 78th birthday. He made his first appearance on the stage at Newcastle in 1839. In 1847 he went to Drury Lane, and next year was engaged at Her Majesty's Theatre. In 46 he appeared at the Royal Italian Opera, Covent Garden, where his name has been a household word. Late in life he unfortunately lost all his money and was obliged to return to the stage from a well-earned retirement. Among other places he sang recently at the Palace Music Hall.]

NEW ADVERTISEMENTS

EUROPEAN CLERK WANTED by a German Firm.
Apply to—
X. X. X.,
Care of Office of this Paper,
Hongkong, 29th October, 1900. [2760]

WANTED.
ROOM (FURNISHED), with BOARD,
at Kowloon, by a European Gentleman.
Moderate terms.
Address—
"A. G."
Care of Daily Press Office,
Hongkong, 29th October, 1900. [2764]

WANTED.
ROOM FURNISHED (Fireplace indispensable), with BOARD, in Hongkong, by a Young Man. Permanency.
Terms to—
"GENTLE."
Care of Daily Press Office,
Hongkong, 29th October, 1900. [2765]

ON the Level of CAINE ROAD, or Lower, a FOUR or FIVE-ROOMED HOUSE, furnished or unfurnished.
Apply to—
A. C.,
Care of Office of this Paper,
Hongkong, 29th October, 1900. [2761]

REGULAR MEETING of the ZETLAND LODGE, No. 525, E.C.
The ZETLAND LODGE will be held at the FREEMASONS' HALL on THURSDAY, the 1st November, at 8.30 for 10 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 29th October, 1900. [2758]

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 5th day of NOVEMBER, 1900, at 3 p.m., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 29th October, 1900. [2763]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of NOVEMBER, 1900, at 3 p.m., at the Office of the Public Works Department, of One Lot of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Content in Square Feet	Annual Rent	Upset Price.
1	1111	Hung Hom, Island Lot No. 1111	50' 0" x 150' 0" (150' 0" x 50' 0")	7,500	64	2,543

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Hongkong, 29th October, 1900. [2762]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 5th day of NOVEMBER, 1900, at 3.15 p.m., at the Office of the Public Works Department, of One Lot of Crown Land, at Yau Ma Tei, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements	Content in Square Feet	Annual Rent	Upset Price.
1	1111	Kowloon Island Lot No. Yau Ma Tei	150' 0" x 150' 0" (150' 0" x 150' 0")	22,500	30	1,950

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK.
"INDRAPURA,"
having arrived from the above Ports. Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained. Cargo remaining undelivered after the 3rd November, at Noon, will be subject to rent. No Fire Insurance will be effected. Consignees are requested to present all claims for damages and/or shortages not later than the 6th November, otherwise they will not be recognized.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.
Hongkong, 27th October, 1900. [2759]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHEW.
THE Company's Steamship
"HAICHING."
Captain Hall, will be despatched at the above ports TO-DAY, the 29th inst., at 4 p.m.
For Freight or Passage, apply to
DOUGLAS LAURIE & CO.,
General Managers.
Hongkong, 27th October, 1900. [2755]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"LOONGSANG."
Captain Weigall, will be despatched at the above TO-MORROW, the 30th inst., at 4 p.m.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th October, 1900. [2756]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship
"ESMERALDA."
Captain Geo. T. Blackland, will be despatched at the above on SATURDAY, the 3rd November, at 5 p.m.
This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 27th October, 1900. [2757]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU."
Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 4th November, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 29th October, 1900. [15]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"COROMANDEL."
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. Britannia and Orient.
From Persian Gulf, ex s.s. Simla and Assyria.
From Aleppo, ex s.s. Nadir.
Optional goods will be landed here unless instructions are given to the contrary before 10 a.m. TO-MORROW.
Goods not cleared by the 4th proximo, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 28th October, 1900. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CANTON."
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From Constantinople, ex s.s. Khedivial Line of Steamers.
Optional goods will be landed here unless instructions are given to the contrary before 1 p.m. TO-MORROW.
Goods not cleared by the 4th proximo, at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 28th October, 1900. [1]

POSTPONEMENT.
N. R.
VICTORIA PRECEPTORY AND PROCEEDINGS.

REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL on WEDNESDAY, the 31st October, at 8.30 for 9 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 25th October, 1900. [2705]

NOTICE OF REMOVAL.
THE Office of the HONGKONG DAILY PRESS, CHUNG NGOI SAN PO, CHRONICLE & DIRECTORY, have this day been removed to 14, DES VOGES ROAD CENTRAL.
Entrances—East Lane, recently Messrs. Wadell & Co.'s Office, behind Messrs. Shewan, Tomes & Co.'s premises.
Hongkong 1st Nov. 1900.

W. BREWER & CO.
China's Open Door, by Consul-General Whitman.
China in Decay, by Alexis Kravtzev.
China and the Present Crisis, by Walton.
All the World's Fighting Ships, by June.
Celebrities of the Army, 12 Parts.
Wide World, Volume 5.
The Captain, "A Book for Boys," Vol. 3.
Tropical Diseases, by Morrison, Revised and Enlarged.
Nautical Almanack, 1901.
European Settlements of the Far East.
Golden Deeds of the War.

NEW STOCK.
NEW STAMP ALBUMS, INDIAN CIGARETTES, EGYPTIAN CIGARETTES, CROQUET LAWN BOWLS, AYER'S TENNIS BALLS (covered and uncovered).
23 & 25, Queen's Road, Hongkong. [31]

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLAND WISE & CO.
Hongkong, 14th September, 1898. [2724]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
NOTICE.
WHEREAS there have recently been LOST or STOLEN from WU JIM PAH, their Owner, at Tientsin, the following SCRIPS, to-wit:
1. Scrip No. 6022 for 100 Shares in this Company, Numbered 14876/14925, 6176/6200, and 6676/6700.
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3. Scrip No. 6024 for 100 Shares in ditto, Numbered 48156/48180, 49677, 47749/47772, 33474/33498, and 28464/28488, and
4. Scrip No. 6025 for 100 Shares in ditto, Numbered 2251/3000, 24571/24575, 24039/24043, 46930/46937, and 24414/24418.
Notice is hereby given to the Public not to purchase or deal in any way with any of these Scrrips or Shares.
A. SHELTON HOOPER,
Secretary.
Hongkong, 17th October, 1900. [2674]

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A. SHELTON HOOPER,
Secretary.
Hongkong, 17th October, 1900. [2674]

AUCTIONS

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (MONDAY), the 29th October, 1900, at 2.45 p.m., at WAGENHORN, the Peak (the Residence of Captain CARLYLE, A.O.D.),
THE WHOLE OF HIS
HOUSEHOLD FURNITURE,
Consisting—
DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE.
Particulars can be seen from Catalogue.
Terms—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 24th October, 1900. [2731]

PUBLIC AUCTION.
MESSRS. HUGHES & HOUGH have received instructions from the Mortgagee to Sell by Public Auction, on One Lot, TO-DAY (MONDAY), the 29th October, 1900, at 3 o'clock p.m., at their Sales Rooms in Ice House Street. All that One equal undivided Fourth Part or Share of and in all that PIECE or PARCEL of GROUND situate, lying and being at Kowloon point, in the dependency of Kowloon and Colony of Hongkong, and registered in the Land Office as Kowloon Island Lot No. 607 and of and in all Messuages or Tenements, Buildings and Buildings thereon, held from the Crown for a term of 75 years from the 25th December, 1888.
Total Area of the whole lot, 43,576 Square Feet; Crown Rent of the whole lot, \$200 per Annum.
For further Particulars and Conditions of Sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
No. 12, Queen's Road Central,
Solicitors for the Vendor,
or to
THE AUCTIONEERS.
Hongkong, 22nd October, 1900. [2706]

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 30th October, 1900, at 2.30 p.m., at his Sales Rooms, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, &c., Consisting—
DRAWING, DINING and BEDROOM FURNITURE,
CROCKERY, GLASS and PLATED WARE,
PIANO, JINICKSHA, BICYCLE, FOWLING PIECE REVOLVERS, IRON SAFE, COOKING STOVES, and One KODAKS CAMERA.
&c., &c., &c.
TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 27th October, 1900. [2743]

IMPERIAL BANK OF CHINA.
NOTICE.
WHEREAS THE IMPERIAL BANK OF CHINA'S Premises in Peking have been destroyed by the Rebels and the following UNISSUED NOTES expressed on the face thereof to be payable at its Office in Peking in CHINESE CURRENCY, have been STOLEN therefrom:
100,000 Notes of 5 Maos each—Nos. 0001 to 100,000.
100,000 Notes of 1 Tael each—Nos. 0001 to 100,000.
20,000 Notes of 5 Taels each—Nos. 0001 to 20,000.
10,000 Notes of 10 Taels each—Nos. 0001 to 10,000.
The Public are hereby cautioned against purchasing or dealing in any way with such Notes, as the Bank accepts no liability for the same.
By Order of the Board of Directors,
For the IMPERIAL BANK OF CHINA,
(Sgd.) A. W. MAYLAND,
Acting Chief Manager.
Hongkong, 20th September, 1900. [2456]

OWNERS OF HOUSES situated in the Central Division of the City of Victoria and in the Western Division of Kowloon, who have not had their premises LIMEWASHED and CLEANSED in accordance with law, are reminded that the period during which the work should be finished ends on the 31st day of October, 1900, and the Sanitary Board being convinced of the necessity of cleanliness in its efforts to stamp out plague, is determined to rigorously prosecute any owner in default after the above named date.
The Central Division of the City lies between Garden Road on the East and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road and includes Tsim Sha Tsui, Yau Ma Tei, Mong Kok Tai, Tai Kok Tsui and Sham Shui Po.
By Order of the Board,
G. A. WOODCOCK,
Acting Secretary.
Hongkong, 1st October, 1900. [2648]

W. BREWER & CO.
China's Open Door, by Consul-General Whitman.
China in Decay, by Alexis Kravtzev.
China and the Present Crisis, by Walton.
All the World's Fighting Ships, by June.
Celebrities of the Army, 12 Parts.
Wide World, Volume 5.
The Captain, "A Book for Boys," Vol. 3.
Tropical Diseases, by Morrison, Revised and Enlarged.
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HONGKONG
BUSINESS DIRECTORY.

- AUCTIONEERS, &c.**
- PAUL BREWITT.**
2, Zetland Street, Auctioneer, Appraiser and Commission Agent.
- HUGHES & HOUGH.**
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.
- V. I. REMEDIOS.**
Auctioneer, Appraiser and Agent, 8, Queen's Road Central.
- BOARD AND LODGING**
- THIS SPACE IS RESERVED FOR THE
WESTERN HOTEL.
- BOOKBINDING**
- "DAILY PRESS" OFFICE.**
The only office in China having European taught workmen. Equal to Home Work.
- BOOKSELLERS AND STATIONERS**
- W. BREWER & CO.**
Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).
- BUILDERS**
- KANG ON.**
Contractor, 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged. Estimates given.
- CHEMISTS, DRUGGISTS, &c.**
- THE PHARMACY.**
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.
- THE VICTORIA DISPENSARY.**
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.
- WATKINS, L.D. APOTHECARIES' HALL.** 66, Queen's Road Central. Cigars, Aerated Waters, Wines, Beers, Spirits, etc.
- CURIO DEALERS**
- KUHN & KOMOR.**
Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.
- KWONG HING.**
China Porcelain, Crockery Ware, 55a, Queen's Road Central.
- DENTISTS**
- WONG HONG.**
Surgeon Dentist, 50, Queen's Road Central.
- WONG TAI FONG.**
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.
- DRAPERS**
- EBRAHIM ELIAS & CO.**
Milliners, Silk Mercers, Haberdashers. Low Prices, 37, 39, Wellington Street.
- SEE WOO.**
Tailor, Draper and Outfitter, 67 and 69, Queen's Road.
- FLOUR**
- SPEERY FLOUR COMPANY.**
Proprietors of the following Celebrated Brands of Flour: "Speery's xxx," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.
WILLIAM WHILEY, Manager.
- FURNITURE WAREHOUSEMEN**
- A CHIE & CO.** Established 1850.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17a, Queen's Road Central.
- LI KWONG LOONG.**
Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.
- GROCCERS**
- THE MUTUAL STORES.**
SUB-AGENTS LITTON, L.D., 8 and 10 D'Aguiar Street, Provision and General Merchants.
- JEWELLERS**
- KANG LEE & CO.**
Jewellers, Gold and Silversmiths, Watchmakers, Japanese Curios and Blackwood Furniture. Opposite Post Office, 36, Queen's Road Central.
- MAISON LEVY HERMANOS.**
Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Bolo.
- SWAN LOONG.**
Gold and Silversmith, Silk Dresses, Crêpe Shawls, Ivory Lacquerware, Fans, Curious, Brides, Human Hair, Featherers, 88, Queen's Road Central.
- THE LIGHT OF THE FUTURE**
- EASTERN ACETYLENE LIGHTING COMPANY.** Head office, 62A, Queen's Road Central. Fittings of every description for the ACETYLENE LIGHT at lowest rates.
- MERCANTILE AGENT**
- WOODS & CO.**
Duddell Street, Agents for American and European Export Houses.
- PHOTOGRAPHERS**
- A. FONG.**
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Ice House Street.
- E. HING.**
Enlarging, Developing, Printing. Moderate Rates, 204, Queen's Road East.
- NEE CHEUNG.**
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works. Amateur's Requisites.
- M. MUMBY, JAPANESE ARTIST.**
Engraving and Crayon Enlargements. Work done for Amateurs, 84, Queen's Road, CL.

HONGKONG
BUSINESS DIRECTORY.

- PHOTOGRAPHERS.**
- YEE CHUN.**
Marine and Portrait Painter, 50, Queen's Road, Upstairs.
- H. YERA.**
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road CL, also Wanchai. Amateur's Requisites a Specialty.
- PRINTING**
- "DAILY PRESS" OFFICE.**
Proofs read by Englishmen.
- RATTAN FURNITURE**
- KWONG TAI LOY.**
Rattan Furniture, Bamboo, Blinds, Matting, all Colours, 39A, Queen's Road CL.
- SILK GOODS DEALERS**
- TEJUMUL POHUSING.**
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Hongkong, 17th February, 1899. [189]

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Hongkong, 22nd September, 1891. [2482]

RUGBY FOOTBALL.

BY
ARTHUR J. GOULD.

IV.
FOUR THREE-QUARTERS v. THREE.

Though no one now raises a voice against the four three-quarter system, there must nevertheless be many in England, Scotland, and Ireland, who in their heart of hearts bear it anything but good will, either because it was imposed upon them by necessity and in spite of their resistance, or, in the alternative, because it has apparently failed to fulfil the promise of improvement in the play held out when it first gained converts.

I can very well understand that spirit—the dislike of the alien system, the disappointment at the failure to achieve results which rewarded those who invented and first practised it. Yet my task at the present moment is to advocate and support the four three-quarter game, to show wherein it is superior to that which it superseded, and to give some hints as to how it should be played.

A CROWNING DEVELOPMENT.

Football has seen many changes, but I venture to say that the four three-quarter system is the highest development that the game has yet seen—that it is better to watch, and more effective in winning matches. On the surface, it may have appeared but a small step from three three-quarters to four; in reality it effected a revolution in the methods of play. Under the old game each team played nine forwards, two half-backs, three three-quarters, and one full-back. There were varying degrees of science even in first-class teams, and the different clubs and countries had varying ideals of play. But in the eighties there were many teams who played combined and scientific football, and leading and punting were known and practised with success—that is, by teams who believed in playing for their backs, though then, as now, there were many clubs who held to the old-fashioned notion that football was meant for forwards, and that backs were intended simply to make-up the deficiencies of the pack—to pick up stray chances, and to defend. But I do not desire to do less than justice to the three three-quarter system—as played by the best teams it was a pretty and scientific game. But about that time—it was in 1885-6 to be precise—F. E. Hancock, the Cardiff captain, finding that he had four three-quarters, each of whom was too good to be sacrificed, conceived the notion of playing four men in the attacking line instead of three. The spirit of change had been in the air. Newport had been experimenting in another direction—with three half-backs—in a half-hearted way; Hancock experimented with four three-quarters in earnest. He knew the old game, he was a scientific player, the problem before him was to utilise to the full the presence of the fourth man. It was of no use to have an extra man in the three-quarter line unless he was given the ball, consequently the forwards were taught to heel, and the halves to pass back smartly. The immediate result, of course, was that when Cardiff had the ball they had four men to three, and defence which would have been adequate under the old style, failed entirely to check the extra man. The two centres learned when and how to pass, and often enough the sprinting wing had nothing to do but run in with tries. It was a time of gigantic scope and an unbroken series of victories till, at the end of the season, Moseley, by accident or inspiration, found out the one way to spoil the four three-quarter system, and by vigorous forward play over-ran the Cardiff pack, by dashing individualism scored a try, and inflicted on Cardiff their only defeat of the season. The fact was, the Cardiff team suffered from the defects of their qualities—their forwards had neglected hard scrummaging for quick heeling, their backs had enjoyed such a surfeit in attack that defence was not quite so resolute as it might have been, and, between the two, they fell. Still the season's successes had justified the system. Never before had there been such immense scores, and Cardiff's greatest rivals and most serious opponents had been among the worst victims.

I will not trace the history of the system from that day till 1892-3. Even in Wales there were opponents to the system, and Newport but tardily adopted it; it was not uniformly successful, and it was a failure at first in international matches; but in 1891-2 Newport, playing this game, were invincible; in 1893; Wales, playing four three-quarters to three by England, Scotland, and Ireland won the Triple Crown for the first time; and the football world was converted, though there were a few leading clubs whose conversion was delayed. Every team plays the four three-quarter game now, but not every team plays it properly, and it is undoubted that some teams who play four three-quarters never attempt to play the Welsh game.

SUPERIORITY OF THE WELSH GAME.

Now wherein does the superiority of the Welsh game lie? I suppose we shall all agree upon three points—that football exists to provide active and healthy exercise for those who play it, that coupled with the desire for exercise is the desire for the pleasure of victory, and that the game provides recreation and entertainment, excitement and pleasure for those who cannot play, but must perforce be no more than spectators. Let us take these three points in order. I then go further, and say that in each particular, the four three-quarter system gives better results than the game which preceded it. What is that essential difference between the two systems? Someone who knew and played the three three-quarter game at its best will say that there is an essential difference—that it is only a matter of changing the position of one man. But even if I admit that theoretically there is no difference, that does not pre-

clude argument that there was a very real difference in practice. It lay in the different conception as to combination. In the earlier game you might combine, in the new game you must combine. We know that the old game fostered the idea that the forwards were the real football-players—the men who had a right to the greater share of the play. There were nine men in the scrum, and only six out of it—it was the right of the majority to command the play. So the forwards, till the introduction of the Welsh system, almost invariably had far more than their share of the play. With the new system came the more even division of forces—eight in the scrum, and seven behind it; with the change in disposition came the absolute command—"Forwards must give their backs the ball." Thus there came about a more even distribution of the play. With eight forwards instead of nine, scrummages were less prolonged, heeling was easier, and the fifteen became a combined whole, each section independent, each playing for the other. If we look at the change as affecting a game intended to provide healthy exercise, it will be seen that the introduction was an advantage, inasmuch as it gave a fair share of the work (or play) to all the players. In the old game the forwards had far too much work, and the backs too little. It was not "healthy exercise" for three three-quarters to stand shivering half through a cold winter afternoon, while the forwards scrummaged and scrummaged, heedless of their backs. But I do not press this point greatly, because under the three three-quarter system, forwards had learned (where the game was most advanced), to play for their halves and three-quarters. But the second point—that the four three-quarter game wins matches—I press strongly. It is a better game than that which preceded it, both for purposes of attack and defence. There was combination in the three three-quarter game, and there were great players who knew when and how to give their passes, but there was a great deal more individualism in it than in the modern Welsh game. With the introduction of the fourth man into the three-quarter line, less was expected of the individual, and combination between the two halves and the four three-quarters was an absolute essential. Short and accurate passing was developed, and each man learned to do his share in attack, and then to transfer the ball to a colleague. It goes without saying that it is always easier to score through the backs than through the forwards, and every Welsh team had an additional back. In addition, they developed their system of scientific attack, in order to turn this fourth man, usually a sprinter, to the greatest possible use. Properly carried out, it was only necessary for one Welsh back to dodge one opponent, and then, by a series of timely passes, the additional man was at last left with an unopposed run in. This happened hundreds of times, and Welsh teams piled up tremendous scores against the best teams playing the three three-quarter game. As to the third point, there can be no question that from the point of view of the spectators, the Welsh game is far more attractive than the earlier game. It is far more open, there are more men engaged in the back movement; the short, sharp, accurate passing when men are running at full speed, the sense of combined action, of scientific scheme of attack, all help to make it a greater success as a spectacle or entertainment than the old game was. It is the game which gives all the players a fair chance, it is the game which wins matches, it is the game which is best worth watching.

THE VALUE OF COMBINATION.

At the same time, I admit that in the hands of the majority of English clubs it has not been a great success. There are two reasons for this—first, that the old English tradition of brilliant individualism still largely dominates the leading clubs; second, that very few clubs outside Wales take the trouble to practice sufficiently to develop that accuracy of passing and that understanding between the players which are necessary to success. No team, whose members meet only on the field for matches can hope to secure that combination which is attained by regular practice. Only actual play, of course, can teach a man when and how to pass in face of opponents, but the players, if they wish to handle the ball with accuracy, must practice together, apart from matches, in order to learn just what kind of passes suit each other. Every Welsh club has a regular practice night once in the week during the season. Newport, who did so much to popularise the four three-quarter game, learned their passing in the great days of Graham, in the club's large gymnasium. This practice in the gym has two advantages. In the first place, players were independent of the weather. When the nights were dark and rain was falling, they could still get all the training they required, and so it was possible for the men to keep in trim under all conditions. The other advantage was that as forwards and backs practised together under cover in a limited area the members of the pack became almost, if not quite, as expert in handling the ball, in giving accurate and well-timed passes, as the backs themselves, and thus it came about that Graham's team earned the description of "a team of three-quarters," though at the same time the pack did not sacrifice their distinctive qualities as forwards. The men got out on the turf, in addition, for running and kicking, but the bulk of the training was done on the boarded floor of a gymnasium. Other Welsh teams practise under cover either occa-

GOING INSANE.

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sionally or regularly; but it is not so much the place as the fact that is of importance. To really attain proficiency in the niceties of the four three-quarter game the men must have practice apart from that which they get in matches. By natural ability and brilliance, grunting to the inspiration of the moment, four first-class men in an international or a club team will fall into some sort of effective combination, but many English clubs, including the "Varsities," never seem to have grasped the real secret of the Welsh game, which is that the play must be fairly divided, that the forwards must feed the halves, the halves the three-quarters, and the three-quarters each other, each man handing on the work to a comrade when the proper point has been reached. There can never be a return to the three three-quarter system, since, given anything like equal strength, the team which played the extra man as a three-quarter would always win. The teams who played nine forwards often had three parts of the play, and yet were badly beaten, since the moment the ball was out with the combined four three-quarters, a score was almost certain. No, it is impossible to discard the game—all that remains is to play it as well as possible.

Little space remains in which to give hints as to how to play it. The first necessity is to have a strong pack of forwards, who must scrum, ruck, and heel smartly. The ball being out, the halves and three-quarters, who should be dodgy, must go as straight as possible, breaking through if the opportunity presents itself, passing if it is necessary, each man following up, watching for the chance to take the ball, run, or pass. Upon the centres rests the chief responsibility, and they should be resourceful and unselfish. The greater the individual ability of the players, the better, but the whole aim of the Welsh system is to subordinate the individual to the team, and by combination to secure the highest possible results from the efforts of the fifteen.

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NOTICE.

THE "BOA VISTA" HOTEL have been appointed AGENTS for the Hongkong Daily Press, Hongkong Weekly Press, and the Chronicle and Directory for China, Japan, &c. at Macao, and they are authorized to collect all accounts due to the Daily Press Office on and after this date.
A. CUNNINGHAM,
Manager.
Hongkong, 4th October, 1900. [2337]

NOTICES TO CONSIGNEES
OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "AJAX," are hereby notified that the Cargo, being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.
Optional Cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd prox.
DUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1900. [2688]

STEAMSHIP "TOKIN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. Vega and from Bordeaux ex s.s. Ville de Buenos Ayres and Villa de Valencienne, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, the 23rd inst., requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 29th instant, at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 29th instant, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 29th instant, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd October, 1900. [9]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLARIQ," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.
All claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 29th instant, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.
Hongkong, 22nd October, 1900. [2713]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

Captain Fork, having arrival from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before the 22nd instant, at 5 P.M.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 P.M.
No Fire Insurance has been effected.
STENSMEN & CO., Agents.
Hongkong, 22nd October, 1900. [2711]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND BIRKENHEAD.

THE Company's Steamship

"CHINGWO."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 31st instant, at Noon, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.
JARDINE, MATHESON & CO., Agents.
Hongkong, 24th October, 1900. [2734]



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LONDON, &c. VIA PORTS OF CALL	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	CHUBAN	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	On 12th Nov., at Noon.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LIVERPOOL DIRECT	AXAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
BREMEN, VIA PORTS OF CALL	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
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MARSEILLES, &c. VIA PORTS OF CALL	SANUKI MARU	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 2nd Nov., at Daylight.
HAVRE & HAMBURG	STONY	Brit. str.	—	Aubert	MESSAGERIES MARITIMES	On 5th Nov., at 1 P.M.
HAVRE & HAMBURG	SARINIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On 3rd Nov.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Förck	CARLOWITZ & CO.	On or about 22nd Nov.
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NAGASAKI & WILADIVOSTOCK	GLAMORGANSHIRE	Brit. str.	—	Davies	SHIMSEN & CO.	On or about 18th Nov.
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SHANGHAI	CANTON	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
SHANGHAI & JAPAN	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
SHANGHAI	SOBRON	Brit. str.	—	L. M. Wilmer	P. & O. S. N. Co.	On or about 16th Nov.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	—	Hall	DONALD LARRAIK & CO.	To-day, at 4 P.M.
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MANILA VIA AMOY	LOONGSANG	Brit. str.	—	Weigall	SHIMSEN & CO.	To-day, at 5 P.M.
MANILA	EMERALDA	Brit. str.	—	Geo. T. Blackland	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	CHANGSHA	Brit. str.	—	T. Moore	SHIMSEN & CO.	On 3rd Nov., at 5 P.M.
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BEANMAR	3,601	W. Watt	November 10
DUKE OF FIFE	3,821	J. S. Cox	November 24
OLYMPIA	2,837	J. Truebridge	November 30
QUEEN ADELAIDE	2,832	F. McNair	December 16

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £32.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYRA and ST. MICHAEL. Rates of Passage to other Ports on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 10th October, 1900.

[10]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DEPARTURES	SAILING DATES
OLDENBURG	WEDNESDAY	31st October
BAYERN	WEDNESDAY	14th November
STUTTGART	WEDNESDAY	23rd November
KÖNIG ALBERT	WEDNESDAY	12th December
PRINZ HEINRICH	WEDNESDAY	26th December
PREUSSEN	WEDNESDAY	9th January, 1901
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	22nd January, 1901
SACHSEN	WEDNESDAY	5th February, 1901
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	6th March, 1901

ON WEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship "OLDENBURG" of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on MONDAY, the 28th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 31st October. Contents of Packages are required. No Parcel Receipts will be signed for less than 82.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

Hongkong, 18th October, 1900.

[8]

NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DEPARTURES	SAILING DATES
SANUKI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, FRIDAY, 2nd Nov., at DAYLIGHT.	
W. Townsend	PENANG, COLOMBO & PORT SAID	
HIROSHIMA MARU	MOJI, KORE AND YOKOHAMA	SUNDAY, 4th Nov., at DAYLIGHT.
S. Yoshizawa		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 18th October, 1900.

[12]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedlar Street.

Hongkong, 25th October, 1900.

[9]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI TO SAIL ON REMARKS.
SHANGHAI { COROMANDEL { About 20th { Freight or Passage.
PAN { F. W. Vibert, R.N.R. { Oct. {

SHANGHAI and J.A. { CANTON { About 29th { Freight or Passage.
PAN { C.F. Lockstone, R.N.R. { Oct. {

LONDON { BOMBAY { About 1st { Freight or Passage.
LONDON, &c. { G.M. Montford, R.N.R. { Nov. {

LONDON, &c. { CHUBAN { Noon 10th { See Special Advertisement.
LONDON, &c. { C.D. Bennett, R.N.R. { Nov. {

SHANGHAI { SOBRON { About 10th { Freight or Passage.
SHANGHAI { L. M. Wilmer, R.N.R. { Nov. {

For Further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 3rd October, 1900.

[1]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
SARNIA	HAVRE & HAMBURG	On 3rd { Freight and
Capt. Schlaefke	(London with transshipment in Hamburg)	November { Passage.
SUEVIA	HAVRE & HAMBURG	About 22nd { Freight.
Capt. Förck	(London with transshipment in Hamburg)	November {
AMBRIA	HAVRE & HAMBURG	About 6th { Freight.
Capt. A. Wagner	(London with transshipment in Hamburg)	December {
ARAGONIA	HAVRE & HAMBURG	About 20th { Freight.
Capt. Jansen	(London with transshipment in Hamburg)	December {
WITTENBERG	HAVRE & HAMBURG	About 30th { Freight.
Capt. Hempel	(London with transshipment in Hamburg)	December {

This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess. For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

Agents.

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900.

[13]

SHIPPING.

ARRIVALS.

Oct. 27, PRONTO, German str., 652, Grandt, Canton 28th October, General.—SIEMSEN & CO.
Oct. 27, FUSHUN, British str., 1,500, W. H. Lunt, Shanghai 28th October, General.—CHINESE.
Oct. 27, WOODSUN, British str., 1,100, Dawson, Canton 28th October, General.—BUTTERFIELD & SWIRE.
Oct. 27, LOONGMOON, German str., 1,245, Schulz, Canton 28th October, General.—SIEMSEN & CO.
Oct. 27, LOONGMOON, British str., 1,092, G. S. Wignall, Manila 24th October, General.—JARDINE, MATHESON & CO.
Oct. 27, INDRAPURA, British steamer, 1,151, Hollingworth, Manila 24th October, General.—JARDINE, MATHESON & CO.
Oct. 27, HAICHING, British str., 1,267, Hall, Fochow 24th October, Amoy 25th and Swatow 26th, General.—DOUGLAS LARRAIK & CO.
Oct. 27, HERMES, Norwegian str., 849, Jensen, Canton 27th Oct., General.—JARDINE, MATHESON & CO.
Oct. 27, KWONGSANG, British str., 907, Staker, Canton 27th October, General.—JARDINE, MATHESON & CO.
Oct. 27, ADARO, British str., 2,145, J. McIntyre, Labuan 21st Oct., Bullast.—ODDER.
Oct. 27, ANAPA, British str., 2,251, G. Williamson, Amoy 26th Oct., General.—SIEMSEN & CO.
Oct. 27, CHARTERHOUSE, British str., 1,278, W. Dawson, Swatow 20th October, General.—CHINESE.
Oct. 27, PROGRESS, German str., 687, P. Brandt, Touron 24th Oct., General.—SIEMSEN & CO.
Oct. 27, NUDDA, British str., 1,144, C. Willers, Taka 21st October.—JARDINE, MATHESON & CO.
Oct. 27, GEFION, German cruiser, 4,109, Rollmann, Amoy 25th October.
Oct. 28, ASHMORE, British transport, 1,567, Murray, Weihaiwei 21st October.
Oct. 28, CANTON, British str., 2,164, C. F. Lockstone, London 15th Sept. and Singapore 22nd Oct., General.—P. & O. S. N. Co.
Oct. 28, COROMANDEL, British str., 2,783, F. W. Vibert, R.N.R., Bombay 11th Oct. and Singapore 30th, Mails and General.—P. & O. S. N. Co.
Oct. 28, HAICHING, British str., 783, H. Bathurst, Haiphong 26th October, Rice.—DOUGLAS LARRAIK & CO.
Oct. 28, LODMESEUS, British str., 4,293, J. Riley, Shanghai 26th Oct., General.—BUTTERFIELD & SWIRE.
Oct. 28, JACOB DIEDERICHSEN, German str., 623, Riecke, Haiphong 24th Oct. and Hoihow 26th, General.—JESSEN & CO.
Oct. 28, KYOTO MARU, Jap. str., 1,639, Sakurai, Moji 21st Oct., Coals.—M. B. KAISHA.
Oct. 28, TANTALUS, British str., 2,769, G. D. Bowles, R.N.R., Vancouver 25th September, General.—P. & O. S. N. Co.
Oct. 28, TAKASHI, British str., 977, W. E. Kent, Chefoo and Taka 24th Oct., General.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.

Maizuru Maru, Jap. str., for Swatow.
Indrapura, British str., for Shanghai.
Taurus, German str., for Hoihow.
Sultan Van Langkat, Dutch str., for Langkat.
Woonung, British str., for Shanghai.
Glengarry, British str., for Kobe.
Prono, German str., for Chefoo.
Charterhouse, British str., for Amoy.
Ella Noesack, German str., for Nagasaki.
Machew, German str., for Bangkok.
Pekhan, British str., for Swatow.

DEPARTURES.

Oct. 27, German torpedo-boat, No. 91, for Canton.
Oct. 27, H. H. MEIER, German transport, for Singapore.
Oct. 27, MALTA, British str., for Europe, &c.
Oct. 27, CASTLE ROCK, Brit. str., for Royal Road.
Oct. 27, TELLER, German str., for Yokohama.
Oct. 27, THALIA, British str., for Swatow.
Oct. 27, HERMES, Norw. str., for Hongkong.
Oct. 27, GLENGARRY, British str., for London.
Oct. 27, HANOT, French str., for Hoihow.
Oct. 27, IZUMI MARU, Jap. str., for Seattle.
Oct. 27, ABRATON APCAR, British str., for Calcutta.
Oct. 27, FUSHUN, British str., for Canton.
Oct. 27, BAMBERG, German str., for Hamburg.
Oct. 27, KAIFONG, British str., for Manila.
Oct. 27, KWONGSANG, British str., for Fochow.
Oct. 28, MADZUPU MARU, Jap. str., for Swatow.
Oct. 28, TELLER, German str., for Hoihow.
Oct. 28, WOODSUN, British str., for Shanghai.
Oct. 28, MACHW, German str., for Bangkok.
Oct. 28, PAKHAN, British str., for Swatow.

VESSELS IN DOCK.

ARRIVALS DOCK.—Pha C. C. Khoo.
KOWLOON DOCK.—U.S.S. Monterey, Don Juan de Austria, Adamastor, Gwalior, Chingtu, Begian King, Loyal, Shantung.
COSMOPOLITAN DOCK.—Stanfield, Changsha.

SHIPPING REPORTS.

The British steamer *Idomeneus*, from Shanghai 26th October, had fine and clear weather and moderate N.E. monsoons.
The British steamer *Haiching*, from Haiphong 26th October, had strong E.N.E. wind and rough sea and cloudy weather.
The British steamer *Takushu*, from Chefoo and Taku 24th Oct., had fine weather throughout, with fresh monsoon in Fomosa Strait.
The British steamer *Yarrow*, from Vancouver, B.C., 25th September, had strong head winds and sea to Pacific; moderate following wind and sea to Japan sea; fine weather to China coast.
The British steamer *Fushun*, from Shanghai 24th Oct., had moderate to fresh monsoons and fine weather from port to port. Oct. 26th at 4 p.m. passed transport No. 22, 10 miles N.E. of the Brothers, bound to N. and Eastward.
The British steamer *Haiching*, from Fochow 24th Oct., Amoy 25th and Swatow 26th, had moderate to fresh N.E. winds and fine and clear weather throughout. Steamers in Amoy—H.M.S. *Isis* and *Lizard*, strs. *Yuencong* and *Anapa*. In Swatow—German cruiser *Bussard*, Dutch cruiser *Holland* and *Koningin Wilhelmina*, strs. *Rongelore* and *Glenfalloch*.

VESSELS ON THE BERTH

FOR SHANGHAI.

THE Steamship
"LOONGMOON,"
Captain F. W. Schults will be despatched for the above port TO-DAY, the 29th inst., at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to
SIEMSEN & CO.
Hongkong, 25th October, 1900. [2740]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship
"DIAMANTE,"
Captain A. Ramsay, will be despatched as above TO-DAY, the 29th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 25th October, 1900. [2741]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship
"IDOMENEUS,"
Captain Riley, will be despatched as above TO-MORROW, the 30th October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th September, 1900. [2748]

FOR PORTLAND (OREGON) VIA JAPAN.

(Booking Cargo for SAN FRANCISCO and OVERLAND POINTS).
THE A.I. Steamship
"MONMOUTHSHIRE,"
Captain Kennedy, will be despatched on or about the 30th inst.
For Freight and Passage, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 26th October, 1900. [2670]

PASSAGE.

THE Steamship

"MONMOUTHSHIRE,"
100 A.I., sailing FOR PORTLAND (OREGON), about the 30th inst., has room for a few First Class Passengers at reduced rates. Bookings for Interior Points and Europe. Stewardess and Surgeon carried.
Apply—<

VESSELS ON THE BERTH
TOYO KISEN KAISHA.TO SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HOYOKO MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 8th October, 1900. [5]

SHIRE LINE.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE" Captain Davies, will be despatched for the above ports on or about THURSDAY, the 1st November, 1900.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 24th October, 1900. [2732]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th November, 1900, at 1 P.M., the Company's Steamship "SYDNEY" Captain Abbott, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the ss. "Armand Rebe", which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Passengers until 3 P.M. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Hongkong, 23rd October, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINGTU" Captain Williams, will be despatched as above on SATURDAY, the 10th November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1900. [2735]

VESSELS ON THE BERTH
FOR NAGASAKI AND VLADIVOS-
TOK.

THE German Steamship

"DAPHNE" Captain Nissen, will be despatched for the above ports on SATURDAY, the 3rd November, at 5 P.M.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 23rd October, 1900. [2723]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOOW VIA SWATOW AND AMOY.

THE Company's Steamship

"AKASHI MARU" Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 7th November.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th October, 1900. [2524]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 15th October, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLSLE CITY" On 20th Nov. 3,002 Tons.

THE Steamship "CARLSLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th October, 1900. [14]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour.

Standard Oil Co.

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

"CHANGSHA" Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2587]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA" Captain T. Moore, will be despatched as above on FRIDAY, the 9th November, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

"N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1900. [2588]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

DOIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Hongkong, 24th October, 1900. [4]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"HILGLEN" will be despatched for the above port on or about the 20th November, 1900.

For Freight, apply to DODWELL & CO., LTD., Agents.

Hongkong, 25th October, 1900. [2410]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENGARRY" Captain F. Godey, will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 23rd October, 1900. [2746]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour.

Standard Oil Co.

VESSELS ON THE BERTH
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"CHUSAN" Captain C. D. Bennett, R.N.B., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 10th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 29th October, 1900. [1]

TO LET.

WITH IMMEDIATE POSSESSION.

A SPACIOUS ROOM, suitable for an OFFICE, on N.E. corner of Third Floor, PRINCE'S BUILDINGS.

Apply to—S. J. DAVID & CO., Hongkong, 16th July, 1900. [1945]

TO LET.

(Till 30th April, 1901.)

BISHOP'S LODGE, North, almost fully FURNISHED.

Apply to—LINSTED & DAVIS, Hongkong, 16th October, 1900. [2660]

TO LET.

ONE LARGE ROOM, THIRD FLOOR, QUEEN'S BUILDING.

"VAGENINGEN," MOUNT KELLET, PEAK.

13, PRAYA CENTRAL, now known as 20, DES VEX ROAD CENTRAL. ROOM: on 2nd Floor.

TOP FLOOR of the GODOWN NO. 2A, BLUE BUILDINGS.

A HOUSE in RIFON TERRACE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th October, 1900. [61]

TO LET.

From the 1st November Next.

"INGLEWOOD."

A FIVE ROOMED HOUSE, with TENNIS COURT.

Apply to—HUMPHREYS ESTATE AND FINANCE CO., LIMITED.

Hongkong, 1st October, 1900. [2545]

TO LET.

FROM the 1st October—FOUR ROOMS and COMPLEADORE OFFICES on the 1st Floor No. 16, DES VEX ROAD.

Apply to—SEE WO, No. 69, Queen's Road Central.

Hongkong, 19th September, 1900. [2454]

TO LET.

"BEMFICA" No. 9, ROBINSON ROAD; LARGE HOUSE with 11 ROOMS.

Apply to—42, BONHAM STRAND WEST, Hongkong, 24th October, 1900. [2728]

TO LET.

A FIVE-ROOMED HOUSE at the PEAK, ten minutes from Tram Station.

Apply to—W. Care of Daily Press Office, Hongkong, 24th October, 1900. [2729]

TO LET.

"THE ERMIE," PEAK; FURNISHED.

The THREE UPPER FLOORS, 3, DUDDELL STREET.

For Particulars, apply to—R. C. WILCOX, 8, Beaumontfield Arcade.

Hongkong, 12th October, 1900. [2589]

APARTMENTS TO LET, FURNISHED WITH BOARD.

FOR particulars address—"MYRTLE," Care of Daily Press Office.

Hongkong, 28th September, 1900. [2523]

BOARD AND RESIDENCE.

MRS. GILLANDERS "GLENWOOD," 21, CAINE ROAD.

Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Forder's Hill.

Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY, "VERITAS," BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND.

Hongkong, 28th August, 1900. [2233]

INSURANCES

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPELLE & CO., Agents for the Phoenix Fire Office, Hongkong, 17th August, 1897. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th November, 1872. [24]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 29th May, 1895. [26]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899, £14,409,089.

I. AUTHORIZED CAPITAL £3,000,000 0 0

SUBSCRIBED CAPITAL 2,750,000 0 0

PAID-UP CAPITAL 687,500 0 0

II. FINE FUNDS 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES &

POST OFFICE NOTICES

CHRISTMAS AND NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 24th November, are due in London about the 10th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR
Singapore	Amoy	Monday, 29th, 10.00 A.M.
Shanghai	Loongmoon	Monday, 29th, 3.00 P.M.
Swatow	Wingwang	Monday, 29th, 3.00 P.M.
Amoy and Foochow	Hatching	Monday, 29th, 3.00 P.M.
Manila	Diamond	Monday, 29th, 4.00 P.M.
SHANGHAI	Coromandel	Monday, 29th, 1.30 P.M. (Registration, with late fee of 10 cents, up to 2.15 P.M.)
Weihsaiwei, Chefoo and Port Arthur	Shantung	Tuesday, 30th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Nippon Maru	Tuesday, 30th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Manila	Loongmoon	Tuesday, 30th, 4.00 P.M.
EUROPE, &c., India via Tutuila	Oldenburg	Tuesday, 30th, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
Amoy and Manila	Emmeralda	Saturday, 3rd Nov., 4.00 P.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Friday, 9th Nov., 3.00 P.M.
Yokohama and Kobe	Chingtu	Saturday, 10th Nov., 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.	Empress of India	Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Letters, 11.00 A.M.

TO-DAY.

Sale, Furniture, "Wageningen," Peak, Mr. Geo. Lamont, 2.45 p.m.
Sale, Land, Sales Rooms, Messrs. Hughes and Hough, 3 p.m.

TO-MORROW.

Sale, Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

CLOSING QUOTATIONS.

ON LONDON	ON NEW YORK	ON HONGKONG	ON SHANGHAI	ON MANILA	ON SINGAPORE	ON BATAVIA	ON HAIKONG	ON SAIGON	ON BANGKOK
Telegraphic Transfer	214	214	214	214	214	214	214	214	214
Bank Bills, on demand	214	214	214	214	214	214	214	214	214
Bank Bills, at 30 days sight	214	214	214	214	214	214	214	214	214
Bank Bills, at 4 months sight	214	214	214	214	214	214	214	214	214
Credits, at 4 months sight	214	214	214	214	214	214	214	214	214
Documentary Bills, 4 months sight	214	214	214	214	214	214	214	214	214
ON LONDON	ON NEW YORK	ON HONGKONG	ON SHANGHAI	ON MANILA	ON SINGAPORE	ON BATAVIA	ON HAIKONG	ON SAIGON	ON BANGKOK
Bank Bills, on demand	214	214	214	214	214	214	214	214	214
Credits, at 4 months sight	214	214	214	214	214	214	214	214	214
ON LONDON	ON NEW YORK	ON HONGKONG	ON SHANGHAI	ON MANILA	ON SINGAPORE	ON BATAVIA	ON HAIKONG	ON SAIGON	ON BANGKOK
Bank Bills, on demand	214	214	214	214	214	214	214	214	214
Credits, at 4 months sight	214	214	214	214	214	214	214	214	214

ORPUM.

Quotations are—	Allow for net to 1 catty.
Malwa New	\$800 to \$810 per picul.
Malwa Old	\$840 to \$850
Malwa Older	\$870 to \$880
P.P. per-wrapped	\$850 to \$860
Persian fine quality	\$870 to \$880
Persian extra fine	to \$890
Patna New	to \$875 per chest.
Patna Old	to \$860
Benares New	to \$860
Benares Old	to \$850

VESSELS EXPECTED.

THE GERMAN MAIL.
The Imperial German Mail steamer *Oldenburg* left Shanghai on the 27th inst. at 1 p.m., and may be expected here to-morrow morning.
The Imperial German Mail steamer *Stuttgart*, carrying the German mails with dates from Berlin of the 1st inst., left Colombo on Saturday, p.m., the 20th inst., and may be expected here on or about Wednesday, the 31st inst.

THE CANADIAN MAIL.
The C.P.R. steamer *Empress of India* arrived at Nagasaki at 8 a.m. on Thursday, the 25th inst., and left again at 5 p.m. same day for Shanghai, where she is due to arrive at 2 a.m. on Saturday, the 27th inst.

THE INDIAN MAIL.
The Indo-China steamer *Chelydra*, from Calcutta and Straits, left Singapore for this port on Thursday, the 25th inst., at 3 p.m.

THE AMERICAN MAIL.
The P.M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 2nd inst.

MERCHANT STEAMERS.
The steamer *Glamorgan*, from Sunderland, Middlesbrough and London, left Singapore for this port on the 23rd inst., and is due here on or about the 30th inst.
The O.S.S. steamer *Menelaus* left Singapore on the 24th inst., a.m., and is due in Hongkong on the 29th inst., a.m.
The N.Y.K. steamer *Hiroshima Maru* (Bontay Line) left Bombay via ports of call for this port on the 13th inst., and is expected to arrive here on the 31st inst.
The N.Y.K. steamer *Sanuki Maru* (European Line) left Kobe via Moji for this port on the 24th inst., and is expected to arrive here on the 31st inst.
The N.Y.K. steamer *Goodwin* sailed from Tacoma for Japan and Hongkong on the 16th ult.
The N.P. steamer *Bretton* sailed from Tacoma for Japan and Hongkong on the 23rd ult.
The N.P. steamer *Olympic* sailed from Tacoma for Japan and Hongkong on the 17th inst.
The N.P. steamer *Tacoma* sailed from Tacoma for Japan and Hongkong on the 18th inst.

JOINT STOCK SHARES.

STOCKS	No. OF SHARES	ISSUE VALUE	PAID UP	LAST DIVIDEND	CLOSING QUOTATIONS
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30/- div. at 1/11/11 = \$15.05 per share for 1st half year 1900	\$14 p. c. pr. = \$317, London 457.
Bank of China & Japan, Ltd.	199,875	25	25	None	21.
Do. Defered	1,250	25	25	None	25. 5a.
National Bank of China, Ltd.	10,000	25	25	2/8 for 1899	\$25, buyers
Do. Founders' Shares	25,000	25	25	2/8 1/2 for 1899	\$25, buyers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	36 p. c. et. = \$18 for 1898	\$245, sales & sellers
China Traders Ins. Co., Ltd.	24,000	\$250	\$250	10 p. c. et. = \$10 for 1898	\$50, c. dir., sales
North China Ins. Co., Ltd.	5,000	4100	4100	5 p. c. et. = \$2.50 for 1898	Tls. 165, c. d., buyers
Yangtze Ins. Assoc., Ltd.	8,000	4100	4100	36 = 10 p. c. et. for 1897	\$18, sellers
Canton Ins. Co., Ltd.	10,000	\$250	\$250	\$12 for 1899	\$125, buyers
Straits Insurance Co., Ltd.	30,000	\$100	\$100	5 per cent. for 1895	\$1.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$27 for 1898	\$295, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$20 for 1898	\$80, sellers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$1.20 for half year ended 30/6/1900	\$321, sellers
Indo-China S. S. Co., Ltd.	60,000	410	410	6 p. c. et. = \$3.06 for 1899	\$89, buyers
China & Manila S. S. Co., Ltd.	4,000	\$50	\$50	20 per cent. for 1899	\$28, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	12 per cent. for year ending 30/6/00	\$40, buyers
China Mutual S. S. Co., Ltd.	20,000	410	410	Int. of 3 per cent. on a/c. of 1900.	210, buyers
Limited, Preference	20,000	410	410	Int. of 5 per cent. on a/c. of 1900.	210, buyers
Do. Ordinary	20,000	410	410	Int. of 3 per cent. on a/c. of 1900.	\$41.
Star Ferry Co., Limited	10,000	\$10	\$10	\$1.05 = 12 p. c. et. for year ended 30/4/00	\$18, sales & buyers
Shell Transport & Trading Co., Limited	2,000,000	41	41	Int. of 5 p. c. on account of 1900.	23 Et.
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Int. of \$2 1/2 per share on a/c. 1900	\$107, buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$35, buyers
MINING.					
Panjoon Mining Co., Ltd.	60,000	\$8	\$8	None	\$250, sellers
Do. Preference	30,000	\$1	\$1	None	75 cents, sales
Societe Fran. des Charbonnages du Tonkin	16,000	Fr. 250	Fr. 250	None	\$250, buyers
Queens Mining, Limited	400,000	25 cts.	25 cts.	None	10 cents, sellers
Jelchu Mining and Trading Company, Ltd.	45,000	\$5	\$5	5 p. c. et. half year end. 31/7/94 (coupon 9)	\$8, sellers
Raub Australian Gold Mining Co., Limited	300,000	41	10/10	15 ling. 51 cts. 10th div. on 7/7/00	\$55, sellers
Oliver Freehold Mines, Limited	15,000	\$5	\$5	None	\$21, sellers
Great Eastern and Cal. Gold Mining Co., Ltd.	100,000	\$4	\$4	First year	\$1.00, sellers
Do. Preference	70,000	\$1	\$1	First year	10 cts., sales & sellers
DOCKS, WHARVES, &c.					
Hongkong and Wharves Dock Co., Ltd.	12,500	\$125	\$125	5 p. c. et. = \$6.25 for 1899	\$45 per c. pr. = \$906.25, (sellers)
Hongkong and Wharves Wharf and G. Co., Ltd.	30,000	\$50	\$50	Int. of 3 p. c. on account of 1900.	\$83, buyers
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$100	Int. of \$1 on account 1900 = 22 p. c. for 1899	\$61, buyers
New Amoy Dock Co., Ltd.	6,000	\$61	\$61	22 per cent. for 1899	\$21, buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900	\$100, buyers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$1 for 1899	\$25.
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900	\$51, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. c. et. half year ended 30/6/1900.	\$118, sellers
Oriental Hotel Co., Limited	7,000	\$50	\$50	First year	\$50, sales
Humphreys Est. & Fin. Co.	100,000	\$10	\$10	5 per cent. for 1899.	\$11.75, buyers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	Fr. 100	Fr. 100	{ 3 p. c. et. for period ending 31/10/97.	Tls. 50
International Cot. Mfg. Co., Ltd.	10,000	Fr. 100	Fr. 100	3 p. c. et. on account '98	Tls. 45
Laon-kung-mow Cotton Spn. & Weav. Co., Ltd.	9,000	Fr. 100	Fr. 100	4 p. c. et. on account '98	Tls. 50
Soy Cheong Cotton Spinning Company, Ltd.	2,000	Fr. 500	Fr. 500	4 p. c. et. for period ending 31/12/97.	Tls. 375
Yahloong Cot. Spn. Co., Ltd.	7,500	Fr. 100	Fr. 100	None	Tls. 40
Hongkong Cotton Spinning & Weav. Co., Ltd.	12,000	\$100	\$100	None	\$9, sellers
MISCELLANEOUS.					
Green Island Cement Co.	50,000	\$10	\$10	10 p. c. for 19 on o. Capt.	\$19, sellers
China Borneo Co., Ltd.	7,500	\$20	\$15	None	\$31.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Final of 6 p. c. making 11 p. c. et. for '99	\$16, sellers
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share.	\$12, sellers
Hongkong and China Gas Company, Limited	7,000	210	210	9 p. c. et. for 1899	\$118, buyers
Mongkok Sze Mfg. Co.	10,000	\$50	\$50	\$10 for 1898	\$170, sellers
Geo. Fowick & Co., Ltd.	6,000	\$25	\$25	15 per cent. for 1899	\$170, buyers
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. s. on acct. 1900	\$170.
Hongkong High Level Tramways Co., Ltd.	1,250	\$100	\$100	{ 31/12/99	\$170.
Dairy Farm Co., Ltd.	10,000	\$71	\$71	6 p. c. et. for year ending 31/7/99	\$8.
Cornwall & Co., Ltd.	2,000	\$25	\$25	\$1 for 1899	\$29.
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	15 per cent. for 1899	\$21.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 per cent. for 1899	\$9, sellers
Bell's Asbestos E. Agency, Ltd.	10,000	41	41	75 c. per share for year ended 31/5/00	\$3, sellers
Agency, Limited	100,000	\$10	\$10	None	\$10, sellers
Taiwan Planting Co., Ltd.	20,000	\$5	\$5	30 cents for period ending 31/12/99	\$10, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$10	8 per cent. for 1899.	\$51, buyers
Watkins, Limited	10,000	\$10	\$10	None	\$10, sellers
Universal Trading Co.	50,000	\$20	\$20	None	\$51, buyers
CIAMR COMPANIES.					
Alhambra, Limited	200	\$500	\$500	25 p. c. for year ended 30/6/00	\$1,500
LA Commercial, Limited	250	\$500	\$500	Int. of 10 p. c. for 1899	\$1,000
Hendons, Limited	750	\$100	\$100	First year	\$110
La Favorita, Limited	180	\$500	\$500	First year	\$625

J. Y. V. VERNON, BROKER.

THE WEATHER.

STATION.	Hour.	Barom.	Therm.	Wind.	Clouds.	Weather.
CHINA COAST METEOROLOGICAL REGISTER, 29th OCTOBER, 1900.						
Vladivostok	2 p.	30.14	—	—	—	—
Tokyo	10 a.	30.15	—	—	—	—
Kobe	10 a.	30.15	—	—	—	—
Nagasaki	10 a.	30.19	—	—	—	—
Kagoshima	10 a.	30.19	—	—	—	—
Tsushima	1 p.	30.17	—	—	—	—
Yokohama	10 a.	30.11	—	—	—	—
Koshu	10 a.	30.15	—	—	—	—
Pescadore	10 a.	30.25	—	—	—	—
Gutierrez	3 p.	30.25	—	—	—	—
Sharp Peak	10 a.	30.08	—	—	—	—
Amoy	10 a.	30.08	—	—	—	—
Swatow	10 a.	30.08	—	—	—	—
Canton	10 a.	30.08	—	—	—	—
Hongkong	4 p.	30.08	—	—	—	—
Victoria Peak	10 a.	30.08	—	—	—	—
Gap Peak	10 a.	30.08	—	—	—	—
Macao	10 a.	30.08	—	—	—	—
Haiphong	1 p.	30.08	—	—	—	—
Manila	4 p.	30.08	—	—	—	—
Alabon	3 p.	30.08	—	—	—	—
Madras	10 a.	30.08	—	—	—	—
Calcutta	10 a.	30.08	—	—	—	—
Cebu	10 a.	30.08	—	—	—	—
C. S. James	7 a.	—	—	—	—	—
27th OCTOBER, 1900.						
Vladivostok	7 a.	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—
Kobe	10 a.	—	—	—	—	—
Nagasaki	10 a.	—	—	—	—	—
Kagoshima	10 a.	—	—	—	—	—
Tsushima	1 p.	—	—	—	—	—
Yokohama	10 a.	—	—	—	—	—
Koshu	10 a.	—	—	—	—	—
Pescadore	10 a.	—	—	—	—	—
Gutierrez	3 p.	—	—	—	—	—
Sharp Peak	10 a.	—	—	—	—	—
Amoy	10 a.	—	—	—	—	—
Swatow	10 a.	—	—	—	—	—
Canton	10 a.	—	—	—	—	—
Hongkong	10 a.	—	—	—	—	—
Victoria Peak	10 a.	—	—	—	—	—
Gap Peak	10 a.	—	—	—	—	—
Macao	10 a.	—	—	—	—	—
Haiphong	1 p.	—	—	—	—	—
Manila	4 p.	—	—	—	—	—
Alabon	3 p.	—	—	—	—	—
Madras	10 a.	—	—	—	—	—
Calcutta	10 a.	—	—	—	—	—
Cebu	10 a.	—	—	—	—	—
C. S. James	7 a.	—	—	—	—	—